

Message Text

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11

ACTION EUR-12

INFO OCT-01 ISO-00 EB-07 CAB-02 CIAE-00 COME-00 DODE-00

DOT E-00 INR-07 NSAE-00 FAA-00 /029 W

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R 180917Z SEP 75

FM AMEMBASSY BONN

TO SECSTATE WASHDC 2946

INFO USMISSION USBERLIN

AMEMBASSY ANKARA

AMEMBASSY ATHENS

AMEMBASSY LONDON

AMEMBASSY PARIS

AMEMBASSY SOFIA

C O N F I D E N T I A L SECTION 01 OF 02 BONN 15269

E.O. 11652: GDS

TAGS: EAIR, PFOR, WB, US, FR, UK, TR, BU, GW

SUBJECT: ROUTING FOR WEST BERLIN TURKISH WORKER
FLIGHTS

REF: A) BONN 14929; B) STATE 213053; C) BERLIN 1851

1. SUMMARY: FRG MINISTRY OF TRANSPORT (FMT)
PROPOSAL TO ALLIED CARRIERS REGARDING ELIMINATION
OF INTERMEDIATE LANDINGS IN THE FRG FOR BERLIN
ORIGIN TURKISH WORKER FLIGHTS DISCUSSED AT SEPT. 11
COMBINED BONN GROUP/CAA MEETING. GERMAN SPOKESMAN
TACITLY ACKNOWLEDGED MATTER SHOULD HAVE BEEN REVIEWED
WITH THE ALLIES BEFORE FMT TOOK ACTION. (THIS VIEW
LATER CONFIRMED BY FRG BCATAG DURING PRIVATE
DISCUSSION WITH EMB. CAA.) FRG REPS LIKEWISE
RECOGNIZED THAT THE BROAD PRESS COVERAGE GIVEN THE
FMT PROPOSAL LEFT US NO CHOICE BUT TO CONTINUE
REQUIRING LANDINGS AT NUREMBERG. CAAS WILL CONSULT
WITH FRG BCATAG REPS TO WORK OUT AN ARRANGEMENT
ENSURING THAT INTERMEDIATE STOPS CAN CONTINUE
DESPITE NREMBERG AIRPORT'S DESIRE TO INSTITUTE A
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NIGHT CURFEW. END SUMMARY.

2. AT SEPTEMBER 11 COMBINED BONN GROUP/CAA MEETING, ALLIED REPS RAISED RECENT FRG TRANSPORT MINISTRY (FMT) INITIATIVE WITH WEST BERLIN CARRIERS, PROPOSING ELIMINATION OF NUREMBERG LANDING BY TURKISH WORKER FLIGHTS. FRENCH REP DE BOISSIEU LED OFF POINTING OUT THAT QUESTION OF INTERMEDIATE STOPS WAS CLEARLY A MATTER FOR PRIOR CONSULTATION WITH THE ALLIES. AS IT DEVELOPED, BROAD PRESS COVERAGE OF THE PROPOSAL HAD CREATED AN AWKWARD SITUATION FOR THE ALLIES, AS EVIDENCED BY THE RECENT SOVIET INQUIRY (REF C). UNDER THE CIRCUMSTANCES ALLIES HAD NO CHOICE BUT TO RESPOND TO THE SOVIETS THAT ALLIED AUTHORITIES HAD NO KNOWLEDGE OF ANY PLAN TO CHANGE THE EXISTING PROCEDURE FOR TURKISH WORKER FLIGHTS AND THAT INTERMEDIATE LANDINGS WOULD CONTINUE. FRENCH AND US REPS PROPOSED TO TAKE THE SAME LINE WITH THE PRESS IF QUERIED-- AS THE BRITISH HAD ALREADY DONE.

3. FRG BCATAG REP KRONECK SAID THAT FRG LEARNED LAST APRIL THAT CARRIERS WERE IN FACT FREQUENTLY OVERFLYING NUREMBERG RATHER THAN LANDING. THUS THE FMT'S PROPOSAL WAS BASED ON A PRACTICE WHICH WAS ALREADY BEING FOLLOWED BY THE AIRLINES. NEVERTHELESS, KRONECK FULLY APPRECIATED WHY THE ALLIES WOULD HAVE PREFERRED THE OPPORTUNITY TO CONSULT BEFORE A COMMUNICATION WAS SENT TO THE AIRLINES. HE FELT THE PROPOSAL HAD HAD A REASONABLY GOOD CHANCE OF SUCCEEDING, SINCE THE BULGARIANS WERE WELL AWARE THAT THERE WAS CONSIDERABLE OPPOSITION TO GRANTING BULGARIAN CARRIERS LANDING RIGHTS IN THE FRG IN LIGHT OF THE PROBLEMS ENCOUNTERED BY WEST BERLIN AIRLINES OPERATING TO TURKEY. IN ORDER NOT TO FURTHER COMPLICATE MATTERS FOR THEMSELVES, KRONECK BELIEVED THE BULGARIANS WOULD HAVE BEEN WILLING TO TURN A BLIND EYE TO THE FACT THAT INTERMEDIATE LANDINGS IN THE FRG WERE NOT BEING MADE. HE ACKNOWLEDGED, HOWEVER, THAT THE PUBLICITY GIVEN THE FMT'S PROPOSAL MADE IT IMPOSSIBLE

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TO DO ANYTHING BUT CONTINUE THE EXISTING PROCEDURE. FOR THE REASONS GIVEN ABOVE, KRONECK WAS CONFIDENT THE BULGARIANS WOULD NOT NOW DENY OVERFLIGHT RIGHTS AS LONG AS THE CARRIERS STOPPED AT NUREMBERG.

4. EMB CAA POINTED OUT THAT WHILE CAAS HAD HEARD THAT AT LEAST ONE BRITISH CARRIER DID NOT LAND AT NUREMBERG ON THE RETURN LEG OF SEVERAL TURKISH

FLIGHTS, WE WERE NOT AWARE THAT ANY CARRIER HAD
FAILED TO MAKE A STOP IN THE FRG WHEN EASTBOUND.
SOVIET CONTROLLERS HAD IN FACT BROUGHT THE IN-
CONSISTENCY IN FLIGHT SCHEDULES CAUSED BY FAILURE TO

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ACTION EUR-12

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AMEMBASSY ATHENS
AMEMBASSY LONDON
AMEMBASSY PARIS
AMEMBASSY SOFIA

C O N F I D E N T I A L SECTION 02 OF 02 BONN 15269

STOP AT NUREMBERG, TO THE ATTENTION OF ALLIED
COUNTERPARTS, AND THE AIRLINE CONCERNED WAS ADVISED.
IN ADDITION TO THE MORE OBVIOUS REASONS FOR PRIOR
CONSULTATION, THE WISDOM OF FRG/ALLIED COORDINATION
ON THESE MATTERS WAS UNDERSCORED BY THE FACT THAT
FLIGHT PLANS GIVEN TO THE SOVIETS IN THE BASC WOULD
HAVE TO BE ADJUSTED (ACTUALLY FALSIFIED) IF THE
FMT'S PROPOSAL WERE FOLLOWED. BRITISH REP ADDED
THAT AN ADDITIONAL CONSIDERATION THAT SHOULD HAVE
BEEN TAKEN INTO ACCOUNT BY THE GERMANS WAS THE
FACT THAT THE US AND UK GOVERNMENTS HAD A STRONG
AND JUSTIFIED INTEREST IN ANY MEASURE WHICH MIGHT
TEND TO IMPACT NEGATIVELY ON THE WELFARE OF THEIR
FLAG CARRIERS.

5. EMB CAA ASKED WHETHER RECENT REPORTS THAT NUREMBERG HAD INITIATED A NIGHT CURFEW WERE TRUE, AND IF SO, WHAT STEPS COULD BE TAKEN TO ENSURE THAT THE STOPS, WHICH WE NOW AGREED WERE NECESSARY, COULD CONTINUE. KRONECK SAID THAT THE NUREMBERG
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AIRPORT HAD APPLIED TO THE TRANSPORT MINISTRY FOR AUTHORITY TO INTRODUCE A CURFEW, BUT AS YET ITS REQUEST HAD NOT BEEN GRANTED. HE ADDED THE FONOFF UNDERSTOOD THAT AT LEAST ONE CARRIER HAD ALREADY ADJUSTED THE SCHEDULING OF ITS WINTER CHARTER PROGRAM TO PERMIT EARLIER ARRIVALS AT NUREMBERG. EMB CAA SAID THAT SOME POSITIVE ACTION HAD TO BE TAKEN TO ENSURE NIGHT LANDINGS IN THE FRG WERE POSSIBLE, SINCE THE FLIGHTS ONLY MADE COMMERCIAL SENSE IF THEY WERE FLOWN DURING THE NIGHT HOURS WHEN ALLIED AIRCRAFT WERE NOT OTHERWISE USED. IT WAS AGREED THAT THE MATTER OF ARRANGING SOME KIND OF MODUS OPERANDI TO ACCOMMODATE THE NEEDS OF THE CARRIERS, AND THE NUREMBERG AIRPORT COMPANY INSOFAR AS POSSIBLE, WOULD HAVE TO BE WORKED OUT BY BCATAG REPS, AND IMPLEMENTED BY THE CAAS.

6. IN A SUBSEQUENT CONVERSATION, KRONECK TOLD EMB CAA THE FONOFF HAD NO EVIDENCE THAT ALLIED CARRIERS FAILED TO MAKE INTERMEDIATE LANDINGS ON THE EASTBOUND LEG OF THEIR FLIGHTS TO TURKEY. HE FURTHER CONFIDED THAT WHILE HIS OFFICE WAS GENERALLY AWARE THAT THE IDEA OF ELIMINATING NUREMBERG STOPS HAD BEEN FLOATED IN THE FMT, HE WAS NOT INFORMED WHEN THE FMT FINALLY MADE ITS MOVE WITH THE CARRIERS. COMMENT: WE WILL NOW PROCEED TO WORK WITH THE FONOFF AND FMT TO RESOLVE THE QUESTION OF THE NUREMBERG NIGHT LANDING AS EXPEDITIOUSLY AS POSSIBLE. IT SEEMS CLEAR THAT THE FONOFF HAS TAKEN OUR POINT WITH REGARD TO THE NEED FOR PRIOR CONSULTATIONS BEFORE MEASURES ARE TAKEN BY THE FRG WHICH WOULD IMPACT ON ALLIED CARRIERS IN BERLIN. ASSUMING NO FURTHER COMPLICATIONS WE WOULD BE INCLINED TO CONSIDER THE MATTER CLOSED.

7. AFTER ABOVE WAS DRAFTED WE NOTED SEVERAL ARTICLES IN THE BERLIN PRESS REPORTING THAT FRG CIVAIR DIRECTOR REHM'S CONSULTATIONS WITH HIS GREEK AND TURKISH COUNTERPARTS (REF A) HAD FAILED TO PRODUCE ANY MOVEMENT TOWARD OPENING GREEK AIRSPACE TO BERLIN ORIGIN FLIGHTS BOUND FOR
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TURKEY.
HILLENBRAND

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